

**ORIGINAL**Decision No. 83639

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation  
into the rates, rules, regulations,  
charges, allowances and practices of  
all household goods carriers, common  
carriers, highway carriers, and city  
carriers, relating to the transpor-  
tation of used household goods and  
related property.

Case No. 5330  
Petition for Modification  
No. 88  
(Filed August 7, 1974;  
amended August 30, 1974)

O P I N I O N

Minimum Rate Tariff 4-B (MRT 4-B) names minimum rates for the transportation of uncrated used household goods and related articles by highway permit carriers between all places in California.

In this proceeding, California Moving & Storage Association (CMSA) seeks an ex parte order revising the rates set forth in Items 300 and 320 of MRT 4-B applicable to transportation of used household goods on a cents-per-100 pounds basis (distance rates). CSMA also seeks increases in the rates and charges for pickup and/or delivery at other than ground floor (Item 75), diverted shipments (Item 90), split pickup (Item 170), split delivery (Item 175), storage in transit (Item 180), distance rates in cents per piece (Item 340), and rates and charges for shipping containers and packing materials (Item 360).

The latest full-scale revision of the minimum rates in issue was made pursuant to Decision No. 83194 dated July 30, 1974 in Petition 52 in Case No. 5330. The minimum rates established by that decision are based on cost and economic studies introduced in evidence by petitioner and by the Commission staff. The cost studies reflect wages and other operating costs in effect on July 1, 1973.

Petitioner alleges that since the preparation and introduction into evidence of the cost data presented by CMSA and the Commission staff in Petition 52, household goods carriers have incurred increased operating expenses which are not reflected in said studies. CMSA asserts that carriers have experienced increased wages, payroll expenses, fuel costs, and other operating costs as a result of collective bargaining agreements, changes in payroll taxes, increased weight fees established by statute, higher rates for Workmen's Compensation Insurance, and higher fuel costs. Petitioner seeks adjustments in rates to reflect wages, payroll costs, fuel costs, and weight fees effective July 1, 1974 or before and Workmen's Compensation Insurance rates effective October 1, 1974.

The specific rates sought by CMSA are set forth in the petition and the amendment thereto. The increased rates reflect the percentagewise increases in total operating costs experienced by highway permit carriers engaged in the transportation of used household goods as measured by studies set forth in a verified statement appended to the petition as Exhibit B. Exhibit B, prepared by the cost supervisor of California Trucking Association's Division of Transportation Economics, describes the manner in which the cost studies introduced in Petition 52 are adjusted to reflect current operating costs and the manner in which the existing minimum rates are proposed to be adjusted to reflect such increased costs.

The Commission's Transportation Division staff has reviewed the data set forth in Exhibit B to the petition (as revised in the amendment), and has informed the Commission that it believes that the cost data set forth therein reasonably reflect the changes in the cost exhibits introduced in Petition 52 which are necessary to bring said costs up to the levels currently being experienced by highway carriers engaged in the transportation of household goods under the distance rates set forth in MRT 4-B. The Commission staff urges, however, that certain revisions in the rates proposed in the

petition, as amended, should be made to provide a smooth progression of rates in the Any Quantity and 1,000 pound minimum weight groups. The specific rates recommended by the staff are contained in a document made a part of the record herein as Exhibit 88-1. If its recommended changes in rates are adopted, the Commission staff has no objection to the issuance of an ex parte order. Petitioner concurs in the changes in rates recommended by the staff.

California Manufacturers Association (CMA) advised the Commission that it opposed the request for ex parte handling of this matter contained in the petition, as filed. Upon review of the revised rates set forth in the amendment to the petition and the rate adjustments recommended by the staff, CMA has advised the Commission it now has no objection to the issuance of an ex parte order herein. CMA's letter to the Commission dated September 20, 1974, removing its objection to ex parte handling, is made a part of the record herein as Exhibit 88-2.

#### Findings

1. Minimum distance rates and related provisions for the transportation of uncrated used household goods set forth in MRT 4-B were last adjusted pursuant to Decision No. 83194 dated July 30, 1974 in Petition 52.

2. The minimum rates prescribed in Decision No. 83194 were based on cost and economic studies introduced by CMSA and the Commission staff as exhibits in Petition 52. Said cost exhibits reflect wages, fuel costs, and related items of operating expenses generally in effect on July 1, 1973 or before.

3. Since the development of the cost and economic studies underlying the revision of the distance rates and related tariff provisions accomplished in Decision No. 83194, highway carriers engaged in the transportation of used household goods under distance rates in MRT 4-B have incurred increases in their operating costs. In particular, carriers have experienced higher wage costs, payroll taxes, Workmen's Compensation Insurance expense, weight fees, and fuel costs.

4. In order to maintain the minimum rates in question on just and reasonable bases, the minimum rates established by Decision No. 83194 should be adjusted to offset the higher operating costs experienced by highway carriers.

5. Increases in the minimum rates in question to the levels sought in the petition herein, as amended (as further revised by the staff), are no greater than those necessary to reflect the increased operating costs incurred by highway carriers since the last adjustment of said rates and are necessary to restore said rates to reasonable levels. Increases resulting from the establishment of said rates are justified.

6. The specific increases in rates described in the above finding should be established in MRT 4-B. Inasmuch as said increased rates reflect current fuel costs, the Interim Surcharge Supplement established by Decision No. 82453 in Case No. 5330, Petition No. 80, should be cancelled concurrently with the establishment of the increased rates.

7. Highway common carriers, to the extent they are subject to MRT 4-B, should be required to adjust their rates to the levels found reasonable herein and established by the ensuing order.

8. A public hearing is not necessary.

We conclude that Minimum Rate Tariff 4-B should be amended to incorporate the rates found herein to be reasonable and that in all other respects the petition, as amended, should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 4-B (Appendix C of Decision No. 65521, as amended) is further amended by incorporating therein, to become effective November 24, 1974, the supplement and revised tariff pages attached hereto and listed in Appendix A, also attached hereto, which supplement, tariff pages, and appendix are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject to Decision No. 65521, as amended, are directed to establish in their tariffs the increases in rates necessary to conform with the further adjustments in minimum rates ordered herein.

3. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and shall be made effective not earlier than November 24, 1974 on not less than five days' notice to the Commission and to the public.

4. In all other respects said Decision No. 65521, as amended, shall remain in full force and effect.

5. Except as provided in the preceding paragraphs of this order, Petition for Modification No. 88, as amended, is denied.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 22<sup>nd</sup> day of OCTOBER, 1974.

Vernon L. Sturgeon  
President  
William J. Moran, Jr.

Commissioners

I dissent  
William J. Moran, Jr., Commissioner

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

List of Supplement and Revised Pages  
To Minimum Rate Tariff 4-B.

SUPPLEMENT 31

TENTH REVISED PAGE 9

THIRTEENTH REVISED PAGE 10

TENTH REVISED PAGE 17

EIGHTH REVISED PAGE 18

EIGHTH REVISED PAGE 26

EIGHTH REVISED PAGE 27

TWENTH-THIRD REVISED PAGE 29

(END OF APPENDIX A)

SUPPLEMENT 31

(Cancels Supplement 30 and Interim Surcharge Supplement  
and Order to this tariff in Decision No. 82453  
insofar as it applies to the rates in Items 300,  
320 and 340 and Paragraph 1 of Item 360  
of the tariff)

(Supplement 31 Contains All Changes)

TO  
MINIMUM RATE TARIFF 4-B  
NAMING  
MINIMUM RATES AND RULES  
FOR THE  
TRANSPORTATION OF USED PROPERTY, VIZ.:  
HOUSEHOLD GOODS, PERSONAL EFFECTS  
AND  
OFFICE, STORE AND INSTITUTION FURNITURE,  
FIXTURES AND EQUIPMENT OVER THE  
PUBLIC HIGHWAYS WITHIN THE  
STATE OF CALIFORNIA  
BY  
RADIAL HIGHWAY COMMON CARRIERS  
HIGHWAY CONTRACT CARRIERS  
AND  
HOUSEHOLD GOODS CARRIERS

(1) VACATING NOTICE

The suspension notice contained in Supplement 28 was vacated and the following tariff pages shall become effective November 23, 1974:

SEVENTH REVISED PAGE 4	SECOND REVISED PAGE 20
FIFTH REVISED PAGE 7-A	FIFTH REVISED PAGE 33
SEVENTH REVISED PAGE 7-B	SECOND REVISED PAGE 34-A
SECOND REVISED PAGE 7-BB	FOURTH REVISED PAGE 35
ORIGINAL PAGE 7-BBBB	FIRST REVISED PAGE 37-A

(1) NOTICE OF CHANGE IN EFFECTIVE DATE OF TARIFF PAGES

The effective date of the following tariff pages is April 21, 1973:

FOURTH REVISED PAGE 7	ORIGINAL PAGE 36-A
FIRST REVISED PAGE 11	FIRST REVISED PAGE 40
ORIGINAL PAGE 13-A	ORIGINAL PAGE 42

(2) VACATING NOTICE

The suspension notice contained in Supplement 23 was vacated and First Revised Page 35-A became effective March 25, 1974.

- (1) Reissued from Supplement 30.
- (2) Reissued with modification from Supplement 30.

Change, Decision No.

**83639**

EFFECTIVE

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center  
San Francisco, California 94102

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) When one or more commodities for which rates are not provided in this tariff are included in the same shipment with commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff at the combined weight of the mixed shipment; or the commodities for which rates are provided in this tariff may be transported at the applicable rates provided herein, and the commodities for which rates are not provided herein, at the rates provided in other Commission tariffs or which might be otherwise applicable, provided separate weights or other authorized units of measurement are furnished or obtained. In the event that the latter basis is used, the minimum charges provided in this tariff shall apply to the entire shipment.</p> <p>(b) When any uncrated portion of a shipment of commodities for which rates are herein provided requires protection against damage after receipt thereof by the carrier and such protection is afforded by the carrier by packing such uncrated portion of the shipment in containers, such portion so packed shall be rated as uncrated property.</p>	65
<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates provided in Items 300, 320, 330 and 340 are for the transportation of shipments from point of origin to point of destination, from point of origin to point of storage-in-transit, or from point of storage-in-transit to point of destination, and include pickup and delivery, subject to Item 75.</p> <p>(b) For transportation of shipments for distances of 50 miles or less, rates shall apply in cents per hour (See Note), in cents per piece, or in cents per 100 pounds (Items 300, 320, 330 and 340), subject to Items 145, 150 and 155.</p> <p>(c) For transportation in excess of 50 miles, rates in Items 300 and 320 shall apply, subject to Item 55.</p> <p>(d) Rate in Item 350 shall apply for the accessorial services of packing and unpacking in the territory in which the service is performed.</p> <p>(e) Item 360 provides rates for transportation of empty shipping containers and a basis of charges for the furnishing of shipping containers and packing materials by the carrier.</p> <p>(f) Item 80 provides valuation charges for all shipments not released to a value of sixty (60) cents per pound, per article.</p> <p>NOTE.--The highest rated territory in or through which any service is performed shall determine the applicable hourly rate.</p>	70
<p style="text-align: center;">PICKUP AND/OR DELIVERY AT OTHER THAN GROUND FLOOR</p> <p>When shipments are picked up or delivered, or both, at other than ground floor, the following additional charges per pickup or delivery per flight and/or long carry shall be assessed:</p> <ol style="list-style-type: none"> <li>1. At hourly rates (Item 330) No additional charge.</li> <li>2. At piece rate (Item 340) 120 cents per piece.</li> <li>3. At distance rates (Items 300 and 320) 35 cents per 100 pounds.</li> </ol>	075
<p>oIncrease, Decision No. <span style="float: right;">83639</span></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DECLARATION OF VALUE--VALUATION CHARGES (Concluded)</p> <p>(f) The following minimum valuation charges will apply to all shipments not released to a value of 60 cents per pound per article (See Note 1):</p> <p style="text-align: center;">TRANSPORTATION VALUATION CHARGE</p> <p>50 cents per each \$100 (or fraction thereof) of released valuation.</p> <p style="text-align: center;">STORAGE-IN-TRANSIT VALUATION CHARGE</p> <p>10 cents per each \$100 (or fraction thereof) of released valuation. (See Note 2.)</p> <p>NOTE 1: If the shipper wishes to avoid these additional charges, he must enter a released value of 60 cents per pound per article on the shipping document.</p> <p>NOTE 2: No charge shall be made where storage-in-transit of a shipment is undertaken for carrier's convenience.</p> <p>(g) Each shipping piece or package and contents thereof shall constitute one article, except that total component parts of any article taken apart or knocked down for handling and loading in vehicle shall constitute one article for the purpose of determining carrier's liability.</p> <p>NOTE: When an entire shipment is transported in containers, lift vans, or shipping boxes, each shipping package, piece, or loose item not enclosed within a package in such containers, lift vans, or shipping boxes will constitute the article.</p>	<p style="text-align: center;">80 (Con- clu- ded)</p>
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than <math>\frac{1}{4}</math> or .50 of a cent, omit.</p> <p>Fractions of <math>\frac{1}{4}</math> or .50 of a cent or greater, increase to next whole figure.</p>	<p style="text-align: center;">85</p>
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items 300 or 320 which has been diverted shall be computed at the applicable rate in effect on date of shipment from point of origin via each point where diversion occurs to final destination, plus an additional charge of \$9.75 for each diversion.</p>	<p style="text-align: center;">990</p>
<p>♦Increase, Decision No. <span style="float: right;"><b>S3639</b></span></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 1--RULES AND REGULATIONS (Continued)		ITEM
<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>Whenever a carrier is unable to make delivery of a shipment of household goods on the date or during the period specified in the receipt or shipping order, the carrier shall notify the shipper, or person designated by the shipper, by telegram or telephone, at the carrier's expense, of the date on which delivery of the shipment will be made; such notification to be given not less than 24 hours prior to the date or during the period shown on the receipt of shipping order except when the circumstances causing the delay occur at a later time, in which case the notice shall be given as soon as possible but in no event more than 24 hours after the occurrence, provided, that the requirement of this paragraph shall not apply where the carrier is unable to obtain from the shipper an address or telephone number for such notification.</p>		162
<p style="text-align: center;">WAITING OR DELAY</p> <p>When vehicle is held for convenience of the shipper or consignee through no fault of the carrier in connection with shipments moving or to be moved under rates contained in Items 300 or 320, a charge at the hourly rates provided in Item 330 will be assessed for each hour or fraction thereof over one hour.</p>		165
<p style="text-align: center;">SPLIT PICKUP</p> <p>Split pickup service may be accorded subject to the following conditions:</p> <p>(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.</p> <p>(2) Split delivery service shall not be accorded.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.</p> <p>(4) Charges shall be computed as follows:</p> <p>(a) Under hourly rates (Item 330). Apply applicable rate for the total time consumed in loading at the point of origin of each component part, and unloading at point of destination, plus double the driving time between each such point. (Total time shall be converted into hours and/or fractions thereof in accordance with the provisions of Item 95.)</p> <p>(b) Under distance rates (Items 300 and 320). Apply the applicable rate to the total weight of the composite shipment for the distance from point of origin of any component part to point of destination via the points of origin of all other component parts, plus an additional charge of \$21.35 for each stop to load between first point of origin and point of destination.</p>		0170
◊Increase, Decision No.		83639
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Split delivery service may be accorded subject to the following conditions:</p> <p>(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.</p> <p>(2) Split pickup service shall not be accorded.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.</p> <p>(4) Charges shall be computed as follows:</p> <p>(a) Under hourly rates (Item 330). Apply applicable rate for the total time consumed in loading at point of origin and unloading at point of destination of each component part, plus double the driving time between each such point. (Total time shall be converted into hours and/or fractions thereof in accordance with the provisions of Item 95.)</p> <p>(b) Under distance rates (Items 300 and 320). Apply the applicable rate to the total weight of the composite shipment for the distance from point of origin to point of destination of any component part via the points of destination of all other component parts, plus an additional charge of \$21.35 for each stop to unload between point of origin and final point of destination.</p>	0175
<p style="text-align: center;">STORAGE IN TRANSIT (See Note 1)</p> <p>Shipments may be stored once in transit for a period not to exceed 60 days from the date of unloading at storage point. (See Note 2)</p> <p>Charges shall be computed on the following basis:</p> <p>(a) The applicable transportation rate from initial point of origin to point of storage, plus</p> <p>(b) The applicable transportation rate from point of storage to point of destination, plus</p> <p>(c) Warehouse handling and storage charge of 90 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$4.50 for each 30-day period.</p> <p>NOTE 1.--On shipments subject to hourly rates both into and out of point of storage in transit the weight of the shipment for purposes of determining the storage-in-transit charge may be estimated by multiplying the total cubic feet of storage space occupied by the shipment on the warehouse platform or in the warehouse by 7 pounds per cubic foot.</p> <p>NOTE 2.--In the event a shipment remains in storage in excess of 60 days, the point of storage in transit shall be considered the point of destination and thereafter shall be subject to the rules, regulations and charges of the individual warehouseman. Charges for subsequent delivery shall be assessed on the basis of the charges applicable from point of storage to point of delivery.</p>	180
<p>◊Increase, Decision NO.</p> <p style="text-align: center; font-size: 24pt;">83639</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 3--RATES							ITEM
DISTANCE RATES IN CENTS PER 100 POUNDS (1) (2) (3) (4)							
Rates named in this item apply only to shipments transported between points located within Region 1. (See Note)							
Miles		Any Quantity	Minimum Weight				
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	1440	875	630	510	440	0300
10	20	1470	905	645	525	450	
20	30	1495	925	660	540	460	
30	40	1520	940	670	555	470	
40	50	1545	960	685	565	480	
50	60	1570	975	695	575	490	
60	70	1595	985	705	585	500	
70	80	1620	1000	715	600	510	
80	90	1645	1015	725	610	525	
90	100	1675	1030	735	620	535	
100	120	1705	1055	755	640	555	
120	140	1755	1080	775	665	575	
140	160	1805	1110	800	685	595	
160	180	1850	1135	820	705	620	
180	200	1900	1165	840	730	640	
200	225	1950	1200	865	755	665	
225	250	2000	1235	890	780	690	
250	275	2050	1265	915	810	720	
275	300	2100	1295	940	835	745	
300	325	2145	1325	965	860	770	
325	350	2190	1355	990	885	800	
350	375	2235	1385	1015	910	825	
375	400	2280	1415	1040	940	850	
400	425	2310	1440	1065	965	875	
425	450	2325	1465	1085	990	900	
450	475	2350	1485	1110	1015	925	
475	500	2375	1510	1135	1040	950	
500	550	2405	1555	1165	1075	985	
550	600	2455	1600	1210	1125	1030	
600	650	2500	1640	1250	1170	1075	
650	700	2545	1680	1295	1215	1110	
700	750	2585	1720	1335	1265	1140	
750	800	2630	1765	1380	1305	1185	
800	850	2665	1805	1430	1345	1225	
850	---	Add to rate for 850 miles 40 cents per 100 pounds for each 50 miles or fraction thereof in excess of 850 miles.					
(1) Minimum Charge--the charge for 100 pounds at the applicable rate. (2) See Item 70 for application of rates. (3) See Item 50 for computation of distances. (4) See Item 220 for Region descriptions.  NOTE.--Rates named in this item apply in connection with split pickup and split delivery shipments only when points of origin and points of destination of all component parts of such shipments are located within Region 1. Rates named in Item 320 shall apply to split pickup and split delivery shipments excluded from the provisions of this item.							
oIncrease, Decision No.							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 3--RATES (Continued)							ITEM
DISTANCE RATES IN CENTS PER 100 POUNDS (1) (2) (3) (4)							
Rates named in this item apply only to shipments transported between points located within Region 2; and between points located in Region 1, on the one hand, and points located in Region 2, on the other hand.							
Miles		Any Quantity	Minimum Weight				
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	1440	875	630	510	440	
10	20	1470	905	645	525	450	
20	30	1495	925	660	540	460	
30	40	1520	940	670	555	470	
40	50	1545	960	685	565	480	
50	60	1575	985	700	575	490	
60	70	1605	1000	710	585	500	
70	80	1635	1020	725	600	510	
80	90	1665	1040	735	615	525	
90	100	1705	1060	755	625	535	
100	120	1740	1090	775	645	555	
120	140	1805	1130	800	680	580	
140	160	1870	1160	825	705	605	
160	180	1920	1195	850	730	630	
180	200	1970	1235	875	760	655	
200	225	2020	1275	905	795	690	
225	250	2080	1315	940	820	720	
250	275	2150	1350	965	850	755	
275	300	2200	1385	990	875	785	
300	325	2245	1420	1020	900	810	
325	350	2295	1450	1035	925	845	o 320
350	375	2340	1475	1060	960	870	
375	400	2380	1505	1085	990	890	
400	425	2400	1530	1105	1015	910	
425	450	2420	1550	1130	1040	935	
450	475	2435	1565	1145	1055	950	
475	500	2455	1585	1165	1075	975	
500	550	2470	1610	1200	1105	1010	
550	600	2500	1640	1230	1145	1045	
600	650	2525	1675	1260	1185	1085	
650	700	2560	1705	1295	1225	1115	
700	750	2590	1725	1335	1265	1140	
750	800	2630	1765	1390	1305	1185	
800	850	2665	1805	1430	1345	1225	
850	---	Add to rate for 850 miles 40 cents per 100 pounds for each 50 miles or fraction thereof in excess of 850 miles.					
(1) Minimum Charge--the charge for 100 pounds at the applicable rate. (2) See Item 70 for application of rates. (3) See Item 50 for computation of distances. (4) See Item 220 for Region descriptions.							
o Increase, Decision No.							
83639							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 4-B

SECTION 3--RATES (Concluded)				ITEM	
ACCESSORIAL RATES				350	
Rates in Cents per Man per Hour (1) (2) (3) (5)					
Packing       ) Unpacking     )	TERRITORY (4)				
	A	B	C		
Minimum Charge--the charge for one hour.			1490	1240	1270
(1) See Item 70 for application of rates.				0360	
(2) See Item 95 for computation of time.					
(3) Rates do not include cost of materials. (See Item 360)					
(4) See Item 210 for description of territories.					
(5) Modified by excluding rates that expired June 30, 1974.					
RATES AND CHARGES FOR PICKING UP OR DELIVERING SHIPPING CONTAINERS AND PACKING MATERIALS				0360	
1. In the event new or used shipping containers, including wardrobes, are delivered by the carrier, its agent, or employees, prior to the time shipment is tendered for transportation, or such containers are picked up by the carrier, its agents or employees subsequent to the time delivery is accomplished, the following transportation charges shall be assessed: (See Note 1)					
Each container, set up----- 210 cents					
Each bundle of containers, folded flat-- 210 cents					
Minimum charge, per delivery----- 995 cents					
2. (a) Shipping containers, including wardrobes (See Note 2) and packing materials which are furnished by the carrier at the request of the shipper will be charged for at not less than the actual original cost to the carrier of such materials, F.O.B. carrier's place of business.					
(b) In the event such packing materials and shipping containers are returned to any carrier, participating in the transportation thereof when loaded, an allowance may be made to the consignee or his agent of not to exceed 75 percent of the charges assessed under the provisions of paragraph 2(a).					
NOTE 1.--If the hourly rates named in Item 330 provide a lower charge than the charge in paragraph 1 of this item, such lower charge shall apply.					
NOTE 2.--No charge will be assessed for wardrobes on shipments transported at the rates provided in Item 330.					
♦Increase, Decision No.					
83639					
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					